

Sweater-Coats for Outing Wear



JUST the most fashionable garment for mountain and seaside resorts, where mornings and evenings bring exhilarating breezes with a snappy chill in them, is the silk sweater-coat. These smart garments are selling freely at figures which rather take one's breath away. Twenty-five to thirty dollars each seems a high price for a sweater of any sort. But there is no difficulty in finding people who are quite willing to pay it. Once let fashionables, and their imitators, get used to unusual prices and there is not telling the length to which they will go.

Besides the sweaters and sweater coats of silk—there are others. Those of wood fiber, which looks like silk, and is as strong or stronger, are much lower in price, about half as high. Then there are splendid wool sweaters in many colors and varieties of design.

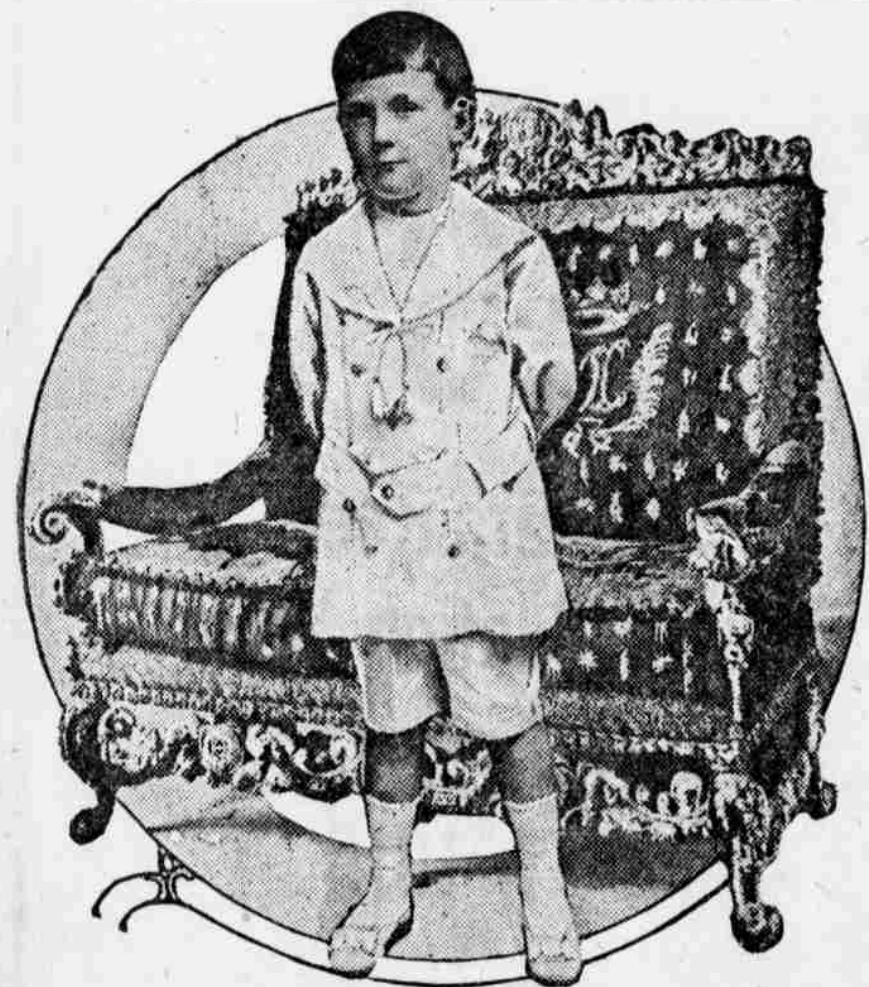
A sweater-coat and cap to match, like those shown in the picture, whatever the fabric they are made of, will

fortify their wearer against a chill. The cool air, dropping down from frosty mountain tops, and breezes that have traveled from the land of ice-burges to that of seaside hotels, are the reasons for the existence of sweaters. They stand daily use, and manufacturers are endeavoring to make them attractive, and have, in fact, succeeded in doing some very beautiful knitting. It would not do to get too far away from simplicity, and it is in new ways of knitting that the best of new attractions lie.

The sweater for a little girl, shown here, could hardly be plainer. A closely knitted border and a pocket at each side are not purely decorative figures, but they afford all the details of ornamentation except the border of fancy knitting about the bottom.

On sweater coats for grownups there are collars in several styles which add much to their finish. But aside from this they are about the same as the model shown in the picture.

Correct Dress for the Little Boy



WHEN the young princeling is dressed up in his best attire, for estate occasions, such as birthday parties, Sunday school, or dress parade, he is garbed in white. And whether his lady mother has made his garments with her own hands or left that pleasant task to those who make a business of it, he looks like all his mates in the democracy of boyhood.

The little boy must be clothed in the summertime in washable fabrics. The difficult feat of teaching him to keep clean is a part of his education, exactly as essential as teaching him to read. For daily wear he romps in blouses and short pants made in washable colored fabrics, such as gingham, linens, crash, madras and other strong weaves. Heavy flannels and plaques and certain specially woven cotton fabrics in white are required for his dress occasions.

These fabrics are so inexpensive and the little suits are so easily made that it is no great task to make up his short-lived summer wardrobe. But manufacturers turn out quantities of clothes for children, well designed and well made, at a cost of production so low that it is hardly worth while to make them at home.

One of their best efforts is shown in the illustration given with this article. It is a suit of white pique with plain short pants and belted blouse. The blouse opens over a small "V"-shaped vest which allows a bit of decoration in the form of a spray of little flowers and leaves embroidered in white. The sailor collar is finished with scalloped edges with buttonhole stitch, instead of a hem. This is about all the decorating that one may expect to find in even the dressiest garb for the small boy.

In order that the blouse may set well a few boxplaits run from shoulder to hem. The loose belt, of the fabric, is slipped through narrow straps, also of the pique. The belt drops toward the front and may be fastened with a buckle or clasp fasteners or preferably buttons and buttonholes. The sleeves are rather full and short enough to escape the wrist.

Short white socks and low canvas pumps finish the toilet of the young gentleman, and he will not meet another better dressed than himself. He is outfitted in correct style whether he be the son of a millionaire or a duke or just an average man.

JULIA BOTTOMLEY.

THE KITCHEN CABINET

To a boiling pot flies come not.
Weakness of mind is the only fault incapable of correction.
Unquiet meals make ill digestions.
Three can hold their peace if two be away.

SOME UNUSUAL SALADS.

From a firm, ripe watermelon, cut with large scoop used for making potato balls rounds of the red melon. Serve well chilled in lettuce cups with mint dressing.

Mayonnaise With Vegetables.
—Chop very fine one onion, one-half a cucumber, one green pepper and one stalk of celery. Put in a cloth and wring out all the moisture possible. Just before serving stir into very thick mayonnaise.

Tomato and Peanut Salad.—Peel and carefully remove with a spoon the center of firm tomatoes to form a cup. Fill with finely shredded new cabbage and finely chopped roasted peanuts, mix well and add French dressing. Fill the cups and just before serving add a teaspoonful of mayonnaise to each serving.

Cucumber Salad.—Cut up six cucumbers, cover with water and simmer fifteen minutes, letting most of the water boil away. Add salt and cayenne and take from the fire, measure and add a teaspoonful of gelatin to each pint of the liquid. Decorate the bottom of the mold with slices of fresh cucumber and fill with the warm jelly. Set away to become firm. Turn out on a bed of white lettuce and decorate with overlapping slices of fresh cucumbers.

Tomato and Green Pepper Salad.—Cut rather thick slices of peeled tomatoes and spread each with chopped green pepper, mixed with French dressing, on each place a small white onion, cooked, and French dressing over all.

Red Pepper and Cauliflower Salad.—Cut the tops off of large red peppers and take out the inside, fill with boiled cauliflower in bits and add a few cooked mushrooms to each. Pour on French dressing, stand on white lettuce leaves and surround with cream cheese in balls.

Peel ripe pears, cut in halves, hollow out the center and fill with chopped nuts. Serve with French dressing made with lemon juice instead of vinegar.

Is not marriage an open question, when it is alleged, from the beginning of the world, that such as are in the institution wish to get out, and such as are out wish to get in.—Montaigne.

SOME RECOMMENDED DISHES.

The following is not a common dish but one which seems to be a great favorite with those who like beans:

Bean Stew.—Cover a pint of navy beans over night with cold water; in the morning drain and cover with fresh cold water, bring slowly to boiling point and add a fourth of a teaspoonful of soda, boil five minutes.

Now drain and rinse with warm water, then put to stew in a clean saucepan with just enough hot water to come to the top of the beans. Cook very gently until the beans are tender, season with salt, and just before serving there should be no water left in the pan. Add a half pint of rich cream and serve hot.

Date Cake.—Take a cup of sugar, an egg, a cup of dates which have been covered with a cup of boiling water, and a teaspoonful of soda, cool, add two tablespoonfuls of butter, a teaspoonful of vanilla, a teaspoonful of baking powder and one and two-thirds cupfuls of flour, a half cupful of walnut meats. Bake in a sheet and frost with a half cupful of sour cream, a cupful of brown sugar boiled together until creamy.

For a change of flavor when making a white cake mixture, caramelize three-fourths of a cupful of sugar and a half cupful of boiling water, boil until thick, cool and add to cake.

Pimiento Bisque.—This is certainly most appetizing for those who enjoy the red pepper. Take the pulp of six red peppers, two teaspoonfuls of salt, half a teaspoonful of tabasco sauce, three pints of chicken stock cooked with a half cupful of cooked rice, add more seasonings if needed.

Spanish Chops.—Gash French chops to the bone and stuff with six tablespoonfuls of bread crumbs, three tablespoonfuls of boiled ham chopped, two tablespoonfuls of mushrooms, two tablespoonfuls of butter. Dip in egg crumbs and fry in deep fat.

Nellie Maxwell.

Something Wrong.

From the office window of the Evening Holler, in the gay and brilliant metropolis, the staff funny man scowled with vexation. "Oh, dear, what can the matter be?" he sighed. "I had my first set up in 17 different styles and sizes of type today, and still it isn't humorous."

Wearing Sunday Clothes.

"Some men," said Uncle Eben, "don't wear del Sunday clothes often enough to keep 'em lookin' funny when dey gets dressed up."

GREAT CHANGE COMING

STEAM LOCOMOTIVES LIKELY TO BE ABANDONED.

Before Many Years Electricity May Be Adopted as Motive Power by the Railroads of the United States.

Newspapers and students of municipal problems have long prophesied that the time was not far away when the railroads would substitute electricity for steam as their motive power. But the silence of the railroads on the subject has been somewhat disconcerting, even though some of them have already carried the change beyond the experimental stage.

Recently, in Atlantic City, was held a convention of the master car builders, railroad master mechanics and railroad manufacturers of the country, and they made the same prediction. "Pretty soon," they said, "there will not be a steam locomotive in the country."

This is indeed encouraging. Practical constructors of railroad equipment would not make such a statement unless they were sure of their ground. And there are facts understandable by non-railroaders which bear them out.

After two years spent by one big railroad system in expensive investigation, the conclusion was reached that there was nothing in electrical development to warrant the abolition of the steam locomotive. But before the directors could act on the report, new progress was made and they provided their great terminal in New York with electrical propulsion and are extending the system on their lines in other parts of the country. Over three hundred miles of one western railroad is operated with electricity.

One great advantage of electricity to the railroads is that it cheapens construction. Electric locomotives can haul loads up grades which would stall the most powerful steam locomotive. Riders on interurban electric cars see confirmation of this every day. And the steam locomotives use only about 15 per cent of the power of the coal it consumes and the smoke is not only a nuisance, but it inflicts heavy damage on the railroads and the cities and towns through which they pass.

"Pretty soon" is rather indefinite, but it is more than probable that the last of the steam locomotive will be seen by many people now well on toward middle age.

TEST FOR HEROIC FIREMAN

Stuck Bravely to His Engine, Though Ill, and Died After Run Ended.

Though ill from heat, John H. Atkins, a Pennsylvania railroad fireman, refused to leave the cab of his engine, but worked all the way from Ocean City to Camden. Arriving at the terminal he was hurried to his home in Camden. In two hours he was dead. Coroner Schroeder, who investigated the case, said the courageous man's death was due to heat exhaustion. He was twenty-eight years old and leaves a young widow.

Atkins was suffering severely from the heat when it came time to bring his train from the seashore resort. The engineer advised him to remain and get medical aid, but Atkins said he guessed he would be all right after they got on the road. On the run, however, he showed great distress and occasionally placed ice to his head and at one time, the engineer said, turned the hose upon himself. This seemed to give him some little relief and he rallied considerably. The brave fellow stuck to his job, piling coal into the furnace all the way, never failing to keep steam up for the 90-minute run. He must have suffered intensely, physicians declare. —Philadelphia Record.

Hazard of Railroads.

It is the general and erroneous belief that coal mining ranks as one of the most hazardous vocations. This is easily accounted for by the occasional explosion in which several hundred lives may be snuffed out in the twinkling of an eye. The magnitude of the disaster naturally results in almost unprecedented publicity and a consequent exaggerated impression of its importance. As a matter of fact, explosions of different kinds are responsible for only a small percentage of the coal mine fatalities; it is the insidious and ever recurring falls of roof which, although lacking the spectacular features of the larger disaster, are none the less important in their final results. Thus in 1911 and 1912 nearly half of the total fatalities at our coal mines were due to this latter cause, while only 14 and 13 per cent, respectively, were the result of explosions.

In point of numbers the 1909 census places the coal mine fatalities sixth in the list. It is exceeded by such elemental risks as child-birth and burns and scalds, while accidents on railroads head the list by a large margin with 6,659. As compared with other occupations the coal miner fares even better. Thus in 1906 the fatality rate per 1,000 in the bituminous mines of the country was 2.77, which was exceeded by eight other vocations, that for railroad switchmen being 4.50 and the trainmen 7.46.—Engineering Magazine.

HEROINE OF THE SIGNAL BOX

French Woman Leaves Dying Husband to Others to Make Safe Passage of Train.

A story of dramatic heroism is told in the Paris newspapers in describing the murder of a pointsman named Poullain while he was on duty on the line from St. Denis to Epernay, on the main Paris-Chantilly line. Poullain, who was aged fifty-one, lived with his wife and another family in a small cottage close to his signal box, at Pierrefitte, about 15 miles from Paris, and both of the Poullains were certified servants of the company.

These boxes are only entrusted to tried employees, as the express service by day and night is almost perpetual, requiring unceasing vigilance.

The work was shared between Poullain and his wife, and soon after 3 in the morning the woman hearing a cry, ran down and found her husband lying on the threshold just able to say: "Help! I am being murdered."

Shouting aloud, she began to attend Poullain, when she heard the semaphore bell giving warning of the approaching 3:09 train, and, leaving her dying husband, she rushed to save the lives of the passengers by working the points, which she alone now understood.

The whole time she continued crying at the top of her voice, and she saw first their son and then the neighbors come out and pick up the wounded man, but though half heart-broken and shaken with sobs, she remained at her post for the passage of the Calais boat train, due at 3:30.

This she stopped, and Poullain, unconscious but still breathing, was placed on board and conveyed to Paris, while his heroic wife refused to quit the levers till 6 in the morning, when finally she was relieved by another signalman. It was only then that the poor creature broke down in a long fainting fit, and as soon as she recovered she took train to see her husband, whom she found dead.

LEVITATED TRAIN IS SPEEDY

Emile Bachelet's Invention, at Present Designed for the Transmission of Mail Matter.

The "levitated" train, the invention of M. Emile Bachelet, a model of which is now on exhibition in London, is designed for the transmission of letters and mail packages, in the carriage of which, it is suggested, a speed as high as 300 miles an hour might be attained.

Briefly, the novelty of the invention is that the train or vehicle is lifted into the air, clear of contact with the ground or rails—e. g., what may be shortly termed magnetic repulsion, and by magnetic attraction is pulled forward when thus suspended in the air.

This action has been known as a scientific fact for a good many years. A well-known demonstration of a copper ring held over an alternating current magnet, when the ring floats suspended in the air, is commonly associated with the name of Prof. Elihu Thomson.

The railroad line consists of a pair of rails about 35 feet long laid over a series of coils or bobbins. The vehicle, weighing 45 pounds, consists of an iron car or tube fastened to an aluminum bed plate. This repulsive force acting on the aluminum lifts it instantaneously, as soon as the circuit is closed, about half an inch into the air and holds it there.

But at intervals the track is spanned archwise by other electric magnets. The iron of the superstructure of the car responds so that the vehicle is immediately pulled toward them. The electro magnet, as soon as the car reaches it, is automatically de-energized and ceases to exert any influence on the vehicle, which passes on, being pulled forward by the next magnet beyond it. Thus it travels on, from one magnet to the next, the speed being in proportion to their number and strength.

The coils or bobbins in the roadway which lift the vehicle into the air are excited in groups by the moving vehicle through brushes affixed to the aluminum plate and kept in contact with the live rail by springs, so that the vehicle carries its magnetic field with it, each group being energized as the car arrives at it and de-energized as the car leaves it.

Oldest Railroad Still Works.

George Washington Smoot, who is a full cousin of United States Senator Smoot of Utah, is the oldest man in the employ of the Baltimore & Ohio Railroad company, if not the oldest train man in the United States. He was born at Ellicott's Mills, Maryland, in 1838, and is now ticket agent at Mariner's Harbor, Staten Island. In 1857 he was brakeman on the Martinsburg division of the B. & O.

In 1858 Smoot was known to the fraternity and to patrons of the B. & O. as "The Boy Conductor." He was at Harper's Ferry, east-bound, when John Brown made his famous raid, and Smoot's brakeman, E. L. Dorsey, was seriously wounded by one of Brown's "minie" balls. When the Civil war broke out and the B. & O. railroad was blockaded, Smoot went to Alexandria as conductor on the United States military railroad, and at the close of the war was honorably discharged. Then he returned to the B. & O. as conductor on a construction train on the Philadelphia division. In 1889 he went to Staten Island.

The New Catechism.

A well-known doctor of Savannah has two children—a little daughter, aged six, and a small son, aged four. One day he overheard the little girl putting her brother through an examination in Bible history.

"Do you know who the first man and the first woman were?"

"Yeth, I do," lisped the boy.

"I'll bet you don't know their names," pressed the sister.

"I bet I do!" replied the little fellow.

"Well, what were their names, then, Mr. Smarty?"

"Edem and Ab!" answered the little boy.—Saturday Evening Post.

UNSIGHTLY PIMPLES ON FACE

52 Pine St., Waltham, Mass.—"My skin affection began with pimples, my face and neck being affected. They were very itchy and burning, red and inflamed. The pimples came to a head. I scratched them until they became irritated. The breaking out was very unsightly.

"I put on — and — but they did not prove successful. I saw the Cuticura Soap and Ointment advertisement so sent for some. In one week they made my face and neck as clear as if there was never a pimple on them." (Signed) Walter Murphy, April 2, 1914.

Cuticura Soap and Ointment sold throughout the world. Sample of each free, with 32-p. Skin Book. Address post-card "Cuticura, Dept. L, Boston."—Adv.

The Dear Girls.

"He seems determined to kiss me," remarked the girl who was fishing for a compliment. "I wonder why?"

"Hard to tell," said the other girl. "This is the season for freak beta."

THINK OF THE MILLIONS

that have been relieved in the past 75 years by Wright's Indian Vegetable Pills and decide whether they are not worth a trial. They regulate the bowels, stimulate the liver and purify the blood. Adv.

To Make Mucilage.

A mucilage which holds with surprising tenacity can be made by boiling a Spanish onion for a short time and then pressing the juice from it.

It probably never occurs to an eighteen-year-old boy that he'll be a man some day and know as little as his dad.

YOUR OWN DRUGGIST WILL TELL YOU Try Murine Eye Remedy for Red, Weak, Watery Eyes and Granulated Eyelids. No Smarting, Just Eye Comfort. Write for Book of the Eye by mail free. Murine Eye Remedy Co., Chicago.

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Will strengthen and refresh you. For stomach and bowel ills, fatigue, nervousness, and sleeplessness caused by heat it has no rival worthy of mention.

A delicious combination of ginger, aromatics and French brandy for the relief of cramps, pains, colds, chills, weakness, nervousness and insomnia. Look for the Owl Trade Mark on the wrapper, lest you get a cheap, worthless or dangerous substitute. Forty years the standard of purity, flavor and strength. Sold by all druggists and grocers.

You Can't Cut Out

A BOG SPAVIN, PUFF OR THOROUGHPIN, but

ABSORBINE will clean them off permanently, and you work the horse same time. Does not blister or remove the hair. \$2.00 per bottle, delivered. Will tell you more if you write. Book 4 K free. **ABSORBINE, JR.**, the antiseptic liniment for mankind, reduces Varicose Veins, Ruptured Muscles or Ligaments, Enlarged Glands, Gout, Wens, Cysts, Allays pain quickly. Price \$1.00 and \$2.00 a bottle at druggists or delivery. Manufactured only by W. F. YOUNG, P. O. F., 310 Temple St., Springfield, Mass.